



G. Phasing and Implementation Strategy

The advantage of the Poplar Point plan is that much can be accomplished in the early years of implementation, even as significant enhancements and expansions are in the planning and funding stream for the years that follow. Diagrams included here illustrate just what part of the Poplar Point Target Area Plan will be available for improvement, in sequential order. Concerted effort of federal and local agencies, supported with the powerful political will of the signatories of the AWI Memorandum of Understanding can target available monies to Poplar Point immediately upon plan adoption, resulting in a significant realization of the park improvements within the first five years.

1 Sequence of Actions

The Poplar Point plan and implementation strategy builds on the momentum provided by ongoing planning efforts in the community and MLK Avenue, as well as District and federal initiatives relating to site remediation, freeway reconfigurations, and transit improvements. Early improvements are suggested that do not require a huge funding effort upfront and also use existing efforts to advance the goals of the plan. Some of these early efforts may relate to site remediation and clean-up, restoration of wetlands, daylighting of Stickfoot Creek, and access improvements. A number of such projects are already funded. These are listed below and provide a starting point for implementation:

Site Remediation, Creek, & Wetlands	\$3.1 million
Metro Improvements	\$25 million
Poplar Point Access Improvements	\$4.6 million
Riverwalk Study	\$1.3 million
South Capitol Bridge and Tunnel Study	\$0.5 million
11th St. Bridge Improvements	In Process

Long-term improvements include freeway realignments, and additional development on public parcels recaptured by moving and making more efficient the ramps to the Frederick Douglass Bridge. The following diagrams show the development of Poplar Point in logical increments

0 – 5 years



Figures 50 – 51

1. Build on ongoing planning efforts in the community

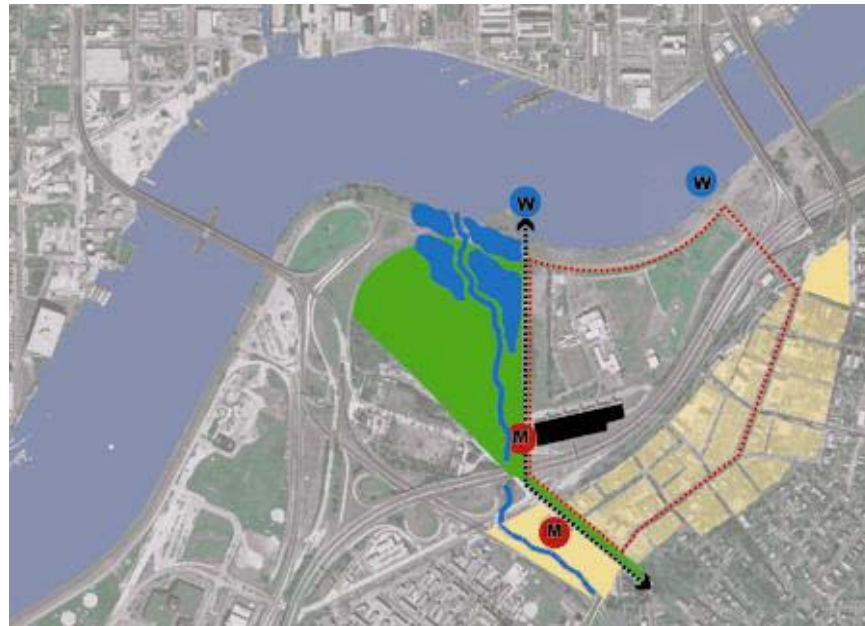
- Integrate Poplar Point planning with projects along MLK such as the Gateway development. Consider METRO joint development site at Howard and MLK as potential for economic development.
- Extend ongoing storefront and streetscape improvements in the commercial center of MLK Ave, between Howard Road and Good Hope Road, to streets that lead into Poplar Point.

2. Initiate Stickfoot Creek and wetland restoration

- Initiate site remediation on the portion of Poplar Point that is currently fenced off. Restore wetlands on this site and along the shoreline building on and expanding existing wetland areas.
- Daylight Stickfoot Creek along current culvert alignment to be a central feature of the park.
- Encourage environmental education programs and facilities to take advantage of ongoing environmental work on site.



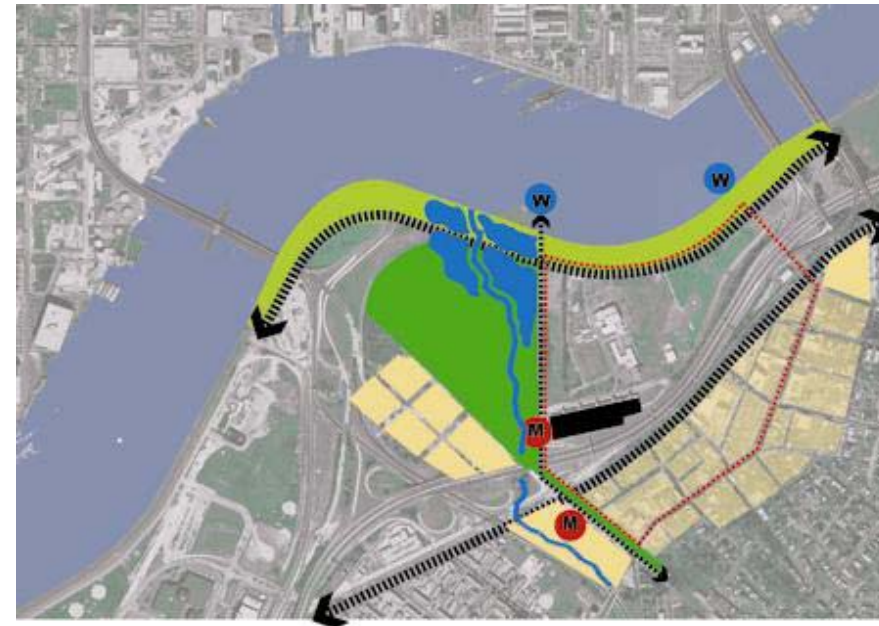
0 – 5 years



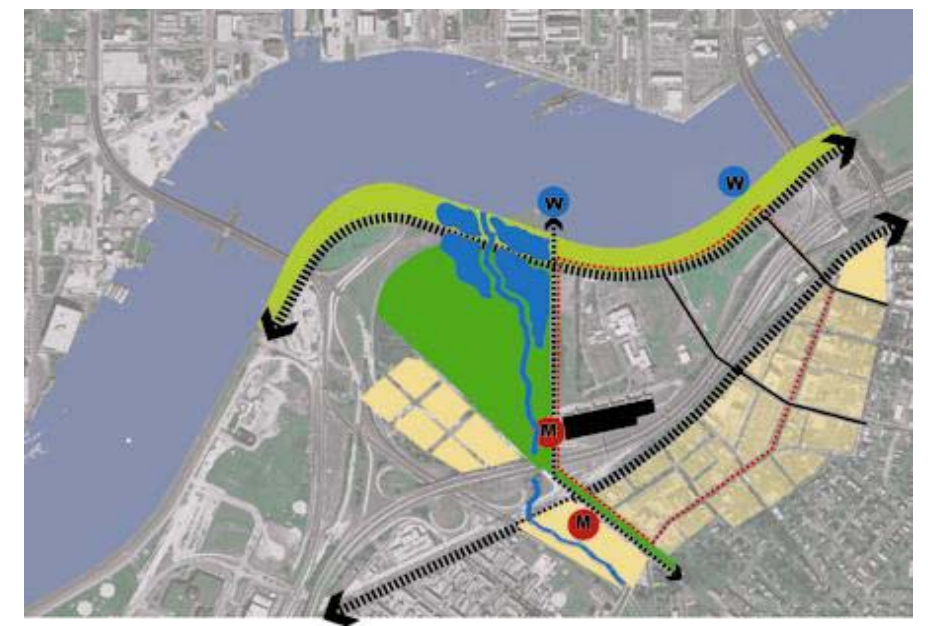
Figures 52 – 54

3. Improve Metro station and park access

- Use WMATA funds (already set aside for transit improvements) to expand the METRO station into a multi-modal center. Create a hub for train, bus, shuttle, and trails connections linking the neighborhood and the Anacostia Riverfront Parks System.
- Strengthen bike, pedestrian, and bus connections along Howard Road. Locate a water taxi stop on the river.
- Start a loop shuttle along MLK, Howard Road, Anacostia Drive and Good Hope Road linking the park and neighborhood.



5 – 10 years



4. Build the Anacostia Riverwalk and Trail and develop Howard Road

- Build the Anacostia Riverwalk and Trail along the shoreline linking Poplar Point with the rest of the Anacostia Parks System.
- Develop connections to the nearby regional trail systems (Rock Creek Trail). Consider a trail corridor along the CSX rail easement.
- Build the first increment of park improvements surrounding the environmental restoration area – first gardens, and portions of promenade or boardwalk along the creek.
- Develop a Park orientation center in proximity to the transit hub.
- Begin development on Howard Road parcels.

5. Improve access from local streets – W and Good Hope

- Improve Good Hope Road and Howard Road entrances to the park through better streetscape and pedestrian amenities.
- Extend W Street into the park through a bridge over the freeway. This connection will link the Park to Frederick Douglass House and Historic Anacostia.
- Enhance these connections by extending streetscape improvements into the community through “green fingers” of trees and vegetation.



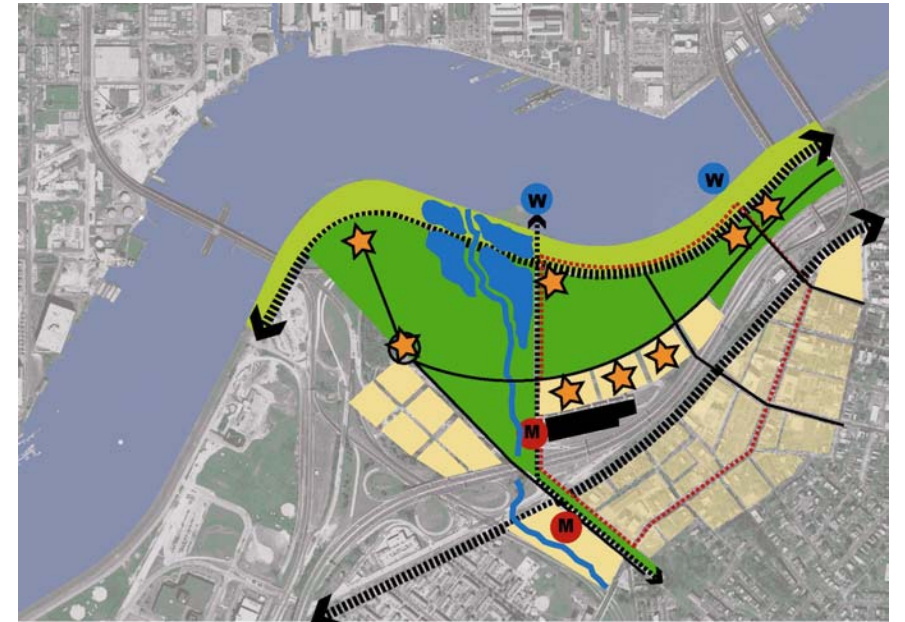
5 – 10 years



Figures 55 – 57



10 – 20 years



6. Expand the park

- NPS moves out
- Full park lands available and developed with the following:
 - Park orientation center
 - Crescent Road
 - Lawns, amphitheater, riverfront promenade
 - Recreation facilities

7. Build the park edge with cultural/institutional use

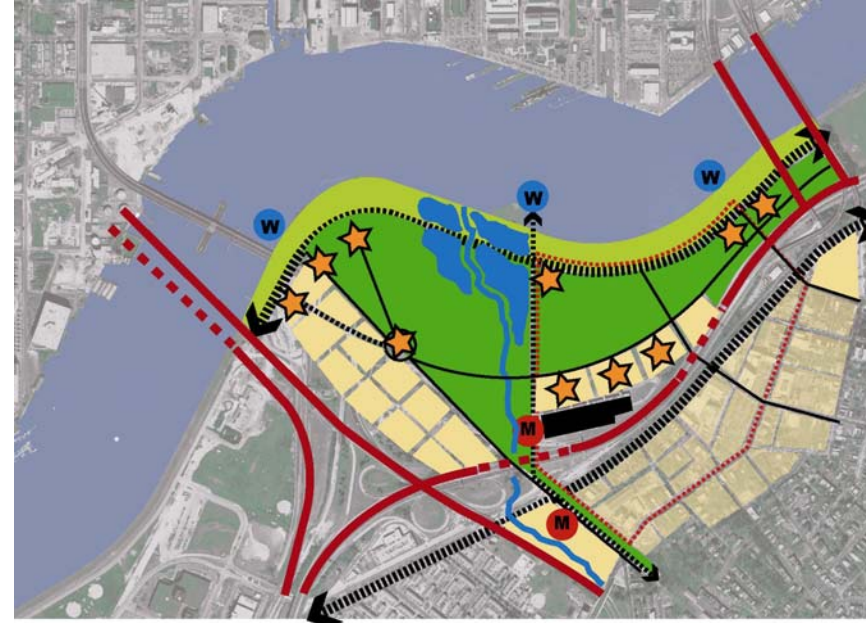
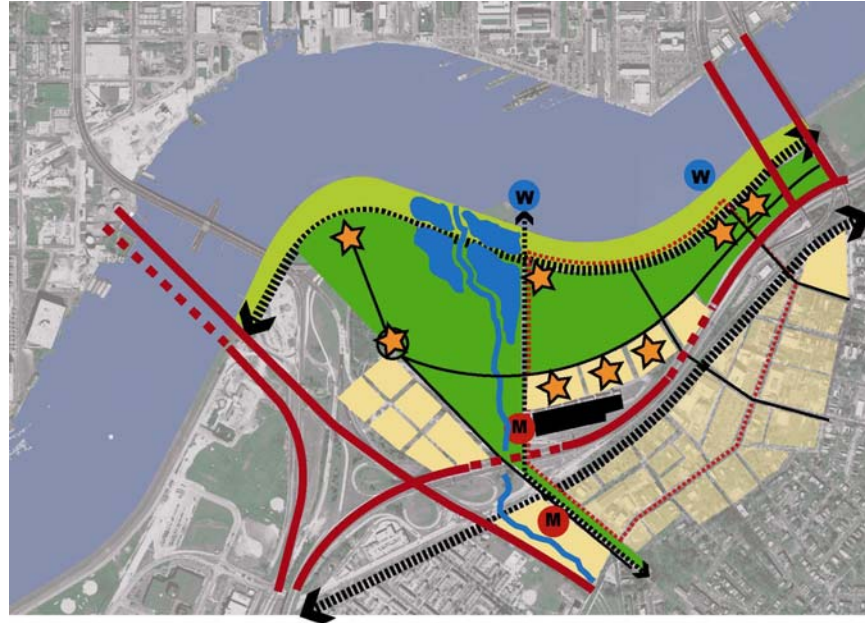
- Potential facilities include:
 - Museums
 - A national memorial
 - Other institutional use

8. Attract cultural uses within the park

- Site for a National Memorial/Museum on axis of New Jersey Street becomes available
- Community amenities may be built in the park on sites along the water and easily accessible by multiple modes



10 – 20 years



Figures 58 – 59

9. Build freeway improvements

- Regional highway improvements under construction including realignment of the Frederick Douglass Bridge and Tunnel
- Replacement of 11th Street Bridges

10. Initiate development on recaptured land

- Full neighborhood/cultural development area available and completed
- Neighborhood development completes the edge of the park



2 Preliminary Cost Matrix

The table below summarizes costs for the components of the Poplar Point plan based on industry standard unit costs. More detailed costs will be calculated when detailed elements are worked out.

TARGET AREA	Theme 1: ENVIRONMENT (cost in million \$)	Theme 2: TRANSPORTATION (cost in million \$)	Theme 3: PARKS (cost in million \$)	Theme 4: DESTINATIONS (cost in million \$)	Theme 5: NEIGHBORHOODS (cost in million \$)
POPLAR POINT	Restored Wetlands \$ 10 Daylight Stickfoot Creek \$ 5 Public Landings (2) \$ 2 Restored Riparian Buffer \$ 2	Good Hope Road \$ 10 MLK Boulevard \$ 12 Park Roads (___ miles) \$ 5	Poplar Point Park \$ 10 Memorial Garden \$ 2 Amphitheater \$ 2	Anacostia Park Visitor Center \$ 10 Cultural (2) \$ 10 Major Memorial Site \$ 1 Minor Memorial Sites (3) \$ -	Housing (3000 units) \$ 600 Institutional/Cultural (775,000 sf) \$ 155
TOTAL	\$ 19	\$ 27	\$ 14	\$ 21	\$ 755
PROJECT TOTAL	\$ 836 million				

Table: Preliminary Cost Estimate for Poplar Point